

Established February, 1845.

PRICE, \$2 PER MONTH.

Shipping

Shipping.


Steamers.

**AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.**

STEAM FOR
SINGAPORE, PENANG, COLOMBO
BOMBAY, ADEEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.

*(Taking Cargo at Through rates to OAL
CUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, LEBANT and
ADRIATIC PORTS.)*


The Co.'s Steamship
Titanic,
Captain S. MERRA, will



on **WEDNESDAY**, the 2nd of June, at
Noon.
 For further Particulars, regarding Freight
 and Passage, apply to the Agent of the
 Company, **Praya Central.**
O. BAUHRACH,
Agent.
Hongkong, May 17, 1886. 976

ITALIANA FLORIO & RUBATTINO
UNITED COMPANIES.

STEAM FOR
SINGAPORE, GALLE, BOMBAY,
NAPLES, LEGHORN, GENOA, AND
MARSEILLES.
(Taking Cargo at through rates to all MED-
TERRANEAN & LEVANTINE
PORTS. ODESSA & ALEXANDRIA


 The Co.'s Steamship
Singapore,
Captain PARODI, will be
despatched as above on
THURSDAY the 2nd June

This Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.
For further Particulars regarding Freight and Passage apply to

CARLOWITZ & Co.,
Agents.
Hongkong, May 7, 1886. 926

(Calling at COLOMBO, should
inducement offer.)

The P. & O. S. N. Co.'s
Steamship


 will leave for the above
places on SATURDAY, 5th June, at 2.30
p.m.
A. McIVER.

P. & O. S. N. Co.'s Office,
Hongkong, May 25, 1886. 1020

EASTERN AND AUSTRALIAN


STEAMSHIP COMPANY,
LIMITED.
FOR SYDNEY, MELBOURNE AND

*(Calling at PORT DARWIN & QUEENS-
LAND PORTS, and taking through
Cargo to NEW ZEALAND, TAS-
MANIA, &c.)*

 The Steamship
Tonnadice,
Captain ORAG, will be
despatched for the above
Ports on SATURDAY the 5th Inst.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.

Sailing Vessels.
FOR SAN FRANCISCO

 The 2/3 L. L. L. American Ship
John Currier,
J. B. BLETHEN, Master, will load
here for the above Port, and
will have quick despatch.

For Freight, apply to
RUSSELL & Co.
 Hongkong, March 26, 1898. 619

FOR HONOLULU.
The Hawaiian Brig
Allie Rowe,
J. PHILLIPS, Master, will make

For Freight or Passage, apply to
WHEELER & Co.,
Agents.

Hongkong, May 3, 1894. 896

Notices to Consignees.

UNION LINE.
NOTICE TO CONSIGNEES.
FROM LONDON, PENANG AND

SINGAPORE.
THE Steamship Hampshire, Captain
KIBBUSH, having arrived from the
above Ports. Consignments of Cargo are hereby

requested to and in their Bills of Lading to be Undersigned for countersignature, and take immediate delivery of their Goods on alongside.

Cargo impeding the discharge of the

Consignees' risk and expense, and no Insurance will be effected.

Optional Cargo will be forwarded on to PAN, unless notice to the contrary be

All Claims against the Steamer must be presented to the Undersigned on or before the 31st Instant, or they will not be required.

Hongkong, May 21, 1886. Agents. 1003

NOTICE.

CONSIGNEES and all others interested in Cargo from **BANARAS** to **HONGKONG**, the Steamship *Dalla*, are hereby informed that part of the Cargo has been

requested to communicate as soon as
possible. The salvaged Goods are stored at
present in our Godowns.

HUTTON & Co.

1000

For Sale.

MacEwen, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE THE FOLLOWING STORES.

YORK HAMS.
Roll BUTTER.
Toposin BUTTER.
French BUTTER.
Egg's COCOA.

VAN HOUTEN'S COCOA.
Piemie TONGUES.
MACKEREL in 5th Tins.
RAISINS and CURRANTS.
Crystallized FRUITES.

SAVORY & MOORE'S NEW INFANT FOOD.
BARNES & CO.'S JAMS.
Potted MEATS.
PATE DE FOIS GRAS.
Swiss MILK.

BORDEN'S
CONDENSED MILK.
COOKING STOVES.
KEROSENE LAMPS.

WINES, &c.

GILBEY'S SPARKLING SAUMUR, Pils. & Qls.
SACCONI'S MANZANILLA.
SACCONI'S OLD INVALID PORT.
Old Bourbon WHISKY.
Bourbon Old Irish WHISKY.
Royal Glendee WHISKY.
MARSALA.

&c., &c., &c.

THE USUAL ASSORTMENT

OILMAN'S STORES,

at the
Lowest Possible Prices
FOR CASH.

MacEwen, FRICKEL & Co.

Hongkong, February 10, 1886. 280

Notices to Consignees. NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND
CALCUTTA.

THE S.S. *Arcton* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside at Messrs. JARDINE, MATHESON & Co.'s Wharf, West Point.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that all Claims must be made immediately, as none will be entertained after the 27th instant.

DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, May 26, 1886. 1024

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamship *Electra*, Captain NAGEL, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 1 p.m. To-day, the 26th instant.

No Claims will be admitted after the 27th instant, as cargo remaining undelivered after the 27th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.

Hongkong, May 20, 1886. 997

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 29th May, 1886, at 11 a.m., at Messrs. ADAMSON, BELL & Co.'s Godown, Wanchai, No. 3, Blue Buildings,—

(For Account of whom it may Concern),
Salvage ex Steamship *Breconshire*,
HH — 115 packages TURNERS.
AA — 96 do. do.
TKK — 98 do. do.
B or BB — 112 do. do.
EE — 24 do. do.
KK — 200 do. do.
H (in dia.) — 3 do. do.
CH — 3 do. do.
HH — 1 do. do.
TO — 2 do. do.
YE — 2 do. do.
H (in dia.) — 1 do. do.
CH — 2 do. do.

20 bags BOKKOUT and OTHER GOODS.
TERMS OF SALE.—Cash on delivery.
G. R. LAMBERT,
Auctioneer.

Hongkong, May 26, 1886. 1038

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

It has been Represented to the OFFICE of the ADMINISTRATOR of the GOVERNMENT that, in consequence of the prolonged Drought, and the VERY REDUCED SUPPLY of WATER in the RESERVOIR, the Community would be urgently requested to give strict directions to their Servants that NO WATER which had not already been used for domestic purposes should be applied for WATERING PLANTS.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 26th May, 1886. 1038

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOWANG, TIENSIN, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship
Captain BIGLEY, will be despatched as above on FRIDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 26, 1886. 1037

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Captain FARR, will be despatched as above on FRIDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 26, 1886. 1041

FOR SWATOW, SINGAPORE AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship
Captain W. H. WATSON, will be despatched for the above Ports on SATURDAY, the 29th instant, at Noon.

For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

Hongkong, May 26, 1886. 1040

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

The Co.'s Steamship
Captain POCOCK, will be despatched for the above Ports on SATURDAY, the 29th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, May 26, 1886. 1033

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship
Captain GORDON, will be despatched for the above Ports on SUNDAY, the 30th instant, at 9 a.m.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, May 26, 1886. 1034

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHOWANG, TIENSIN, HANKOW and Ports on the YANGTZE.)
The Co.'s Steamship
Captain J. JACKSON, will be despatched as above on THURSDAY, the 28th proximo.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, May 26, 1886. 1042

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

FRIDAY,

the 29th May, 1886, at 11 a.m., at Messrs. ADAMSON, BELL & Co.'s Godown, Wanchai, No. 3, Blue Buildings,—

(For Account of whom it may Concern),
Salvage ex Steamship *Breconshire*,
HH — 115 packages TURNERS.
AA — 96 do. do.
TKK — 98 do. do.
B or BB — 112 do. do.
EE — 24 do. do.
KK — 200 do. do.
H (in dia.) — 3 do. do.
CH — 3 do. do.
HH — 1 do. do.
TO — 2 do. do.
YE — 2 do. do.
H (in dia.) — 1 do. do.
CH — 2 do. do.

20 bags BOKKOUT and OTHER GOODS.
TERMS OF SALE.—Cash on delivery.
G. R. LAMBERT,
Auctioneer.

Hongkong, May 26, 1886. 1038

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on account of the concerned,

SATURDAY NEXT,

the 29th May, 1886, at 3 p.m., at the Bowington Canal, Wanchai,—

TWO CARBO LIGHTERS,

each of 800 Piculs carrying capacity and in good condition.

Orders for inspection of the Lighters can be had on applying to the Undersigned.

TERMS OF SALE.—Cash before delivery.

E. JONES HUGHES,
Auctioneer.

Hongkong, May 26, 1886. 1033

TO BE LET.

TWO ROOMS above A-TACK'S FURNITURE STORE, No. 5, Queen's Road.

Immediate Possession.

Apply to
A-TACK.

Hongkong, May 26, 1886. 1039

SHIPPING.

ARRIVALS.

May 26, 1886.

K. H. DRESS, German barque, 623, A. H. Rothbart, Sandakan May 7, Timber-CAPTAIN.

Killarney, British steamer, 1,000, O'Neill, Saigon May 22, Rice.—GLEN, LIVINGSTON & Co.

Thales, British steamer, 820, T. G. Pock, Fochow May 23, Amoy 24, and Swatow 26, General.—DOUGLAS STEAMSHIP Co.

Emeralda, British steamer, 305, T. Hamilton, Pakhoi and Hoihow, May 25, General.—RUSSELL & Co.

Herman, German barque, 444, M. Traulsen, Newchwang May 6, Peas.—WILNER & Co.

Fushun, Chinese steamer, 1,504, A. C. Road, Shanghai May 23, General.—C. M. S. N. Co.

Tamsui, British steamer, 919, Paveatt, Swatow May 25, General.—BUTTERFIELD & SWIRE.

Saltee, French steamer, 259, Th. Lerède, Haiphong May 23, General.—A. R. MARRY.

Glengates, British str., from Whampoa.

Pechili, British steamer, from Whampoa.

Diamond, British steamer, 1,470, W. B. Bigley, Liverpool April 9, and Singapore May 20, General.—BUTTERFIELD & SWIRE.

Chow-chow-foo, British steamer, from Whampoa.

Hector, British steamer, 1,637, Batt, Shanghai May 22, and Amoy 25, General.—BUTTERFIELD & SWIRE.

McBeth, British steamer, 622, J. S. Wood, Penang May 17, Rice and Paddy.—MONROE & RAY.

DEPARTURES.

May 26.

Rosamond, for Hoihow.

Yorke, for Kintchin.

Pechili, for Swatow and Tientsin.

Diamond, for Amoy.

Chow-chow-foo, for Shanghai.

Glengates, for Fochow.

Willie, for Chefoo.

Marie, for Tourn.

PASSENGERS.

ARRIVALS.

Per F. H. DRESS, from Sandakan, 1 European, and 14 Chinese.

Per KILLARNEY, from Saigon, 29 Chinese.

Per THALES, from Coast Ports, Messrs Binda, Apinas, Miss Sear, and 131 Chinese.

Per EMERALDA, from Pakhoi, &c., Mr and Mrs Lay, and 32 Chinese.

Per FUSHUN, from Shanghai, Mr Forrier, and 86 Chinese.

Per TAMSUI, from Swatow, 75 Chinese.

Per SALTEE, from Haiphong, Commandant Bognal, Messrs Pery & Orestes, Tauchard and Grosclaude, and 13 Chinese.

Per DIAMOND, from Liverpool, &c., Mr Brown, and 149 Chinese, &c., Messrs Mackay, Haywood and P. J. Morrison, and 538 Chinese.

DEPARTURES.

May 26.

Per ROSAMOND, for Hoihow.

Per YORKE, for Kintchin.

Per PECHILI, for Swatow and Tientsin.

Per DIAMOND, for Amoy.

Per CHOW-CHOW-FOO, for Shanghai.

Per GLENGATES, for Fochow.

Per WILLIE, for Chefoo.

Per MARIE, for Tourn.

SHARE LIST.—QUOTATIONS.

MAY 26, 1886.

Stocks.	No. of Shares.	Value.	Paid-up.	POSITION PER LAST REPORT.	Reserve.	Balance.	Last Dividend.	Closing Quotations.
BANKS.								
Hongkong and Shanghai Bank Corp.	60,000	125	125	£ 4,600,000	£ 63,800.38	£ 100	£2 2d. & 10/100	190 1/2 prem., cash, May 31/86
INSURANCES.								
North-China Insurance Co., Ltd.	5,000	200	200	£ 1,000,000	£ 812,639.35	£ 120	£ 20 p. sh.	£ 200 r share
Yangtze Insurance Company, Ltd.	8,000	250	250	£ 500,000	£ 3,050.70	£ 31	£ 31/80	£ 120 " sellers
Union Insurance Society Co., Ltd.	10,000	250	250	£ 750,000	£ 439,089.41	£ 31	£ 31/80	£ 80 " "
China Traders' Insurance Co., Ltd.	24,000	85.33	85.33	£ 600,000	£ 200,773.71	£ 18	£ 18/80	£ 80 " "
Canton Insurance Office Co., Ltd.	10,000	250	250	£ 150,000	£ 465,214.48	£ 10	£ 10/80	£ 80 " cash
Chinese Insurance Co., Limited.	1,500	1,000	200	£ 28,711.50	£ 2,858.86	£ 7	£ 1885	£ 180 per share
Hongkong Fire Insurance Co., Ltd.	8,000	250	250	£ 1,000,000	£ 253,482.55	£ 27	£ 10/80	£ 240 " cash
China Fire Insurance Co., Ltd.	20,000	100	20	£ 666,700	£ 228,611.67	£ 5	£ 1884	£ 25 p. sh., cash
STEAMSHIP COMPANIES.								
H.K. C. and M. Steamship Co., Ltd.	8,000	100	75	£ 300,000	£ 51,922.01	£ 3	£ 31/80	£ 81 prem., cash
Douglas Steamship Co., Limited.	20,000	50	50	£ 86,764.16	£ 402,221.12	£ 12	£ 1885	£ 854, cash
Indo-China S. N. Company, Limited.	18,887	10	10	£ 18,887	£ 117,167.7	£ 7	£ 1884	£ 5 discount, cash
China and Manila S. S. Co., Ltd.	3,600	100	100	£ 3,600	£ 6,551.58	£ 7	£ 1885	£ 85 prem., cash
MISCELLANEOUS.								
H.K. and Whampoa Dock Co., Ltd.	12,500	125	125	£ 18,000	£ 1,527.31	£ 10	£ 10/80	£ 120 per share
H.K. and China Gas Co., Limited.	5,000	10	10	£ 1,000	£ 1,175.01	£ 10	£ 10/80	£ 8197 per share, cash
New Shares.	1,000	10	10	£ 1,000	£ 1,175.01	£ 10	£ 10/80	£ 2150 " buyers
Hongkong Hotel Company, Ltd.	2,000	100	100	£ 2,000	£ 13,451.51	£ 10	£ 10/80	£ 894 per share, cash
3,000 lbs. Issued.	1,000	100	100	£ 1,000	£ 1,125.30	£ 12	£ 12/80	£ 140 per share, buyers
China Sugar Company, Limited.	9,000	100	100	£ 30,000	£ 690.64	£ 10	£ 10/80	£ 8190 " ex div.
Hongkong Ice Company, Limited.	5,000	50	50	£ 5,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
Hongkong Bakery Company, Ltd.	7,000	100	100	£ 7,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
Bank of China, Ltd.	5,000	50	50	£ 5,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
Singapore Tin Mining Co. (S'hai).	2,500	100	100	£ 2,500	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
Punjab & Sindh Tea Samsan.	40,000	100	100	£ 40,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
Mining Co.	3,000	50	50	£ 3,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
H.K. Rope Manufacturing Co., Ltd.	4,000	50	50	£ 4,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
H. & M. Glass Manufacturing Co.	4,000	50	50	£ 4,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
GOVERNMENT.								
Chinese Imperial.	8,563	100	100	£ 856,300	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
1884 A.	27,900	100	100	£ 2,790,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
1884 B.	27,900	100	100	£ 2,790,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
1884 C.	31,800	100	100	£ 3,180,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.
1884 D.	31,800	100	100	£ 3,180,000	£ 1,094.32	£ 3	£ 3/80	£ 810 " cash, ex div.

A. G. STOKES, Share Broker.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ABDIE CLARKE, American barque, Capt.

tion to their servants that no water which has not already been used for domestic purposes should be applied for watering plants. The injunction is rather tame. We should have thought that there were many ways in which water is wasted in much larger quantity than in watering flowers. But doubtless the community only requires the hint to enforce the strictest economy in the use of what is now a dear and very scarce commodity. And should the strictest economy fail to stem off the ordinary day Government must prepare to take more active steps to meet the emergency.

The native community has for the past two days been greatly excited by one of those utterly incredible and baseless rumours which from time to time agitate and disturb the equanimity of the people. The story on this occasion is that the Government, or some evil-minded barbarians, demand that 500 children be immolated and buried on the lines in order to secure some way the completion of the Taitam Water Works, others the Tramway Scheme, others the new Barracks in front of the Naval Yard and others again, the foundations of the forts. And this utterly senseless and ridiculous creation has so terribly agitated some of the natives that they have been thrown into a state of semi-panic. Many children have been kept from the schools, parents have carefully secluded their youngsters indoors, and altogether there has not been such a display of parental care and fondness for many years. Perhaps the most astonishing thing connected with the affair is that many men who have resided in this place for many years and had close contact with Europeans, and men who are generally possessed of common sense are as much affected by this supremely foolish notion as the latest immigrant, or most ignorant coolie. The excitement was therefore not only by the ignorant but by those who might have been supposed to know better, and this phenomenon it had reached to such a height that the Government thought it advisable to issue a proclamation pointing out to the people the absurdity of the rumours, that they had evidently been circulated by some bad characters, that they had not the slightest foundation, and that if the persons who had sent them abroad were arrested they would be dealt with according to the strictest letter of the law. This proclamation was issued early this afternoon and it is evident already that the excitement has been materially allayed. Of course it is conceivable that a rumour of this kind would create some feeling of alarm among the most timid and credulous Chinese, for it has been a general belief among this people that before the safety of a building can be secured a human being must be buried with the foundations, but no one could have imagined that it would reach such an extensive and dangerous excitement as that which prevailed to-day. Another story which was being circulated, too, and which might have added to the flame of agitation was that no Chinese were to be allowed out after seven o'clock without a pass. Though there is no positive proof of it there is good reason to believe that these rumours emanated from the friends of the late 'Head Officer' of the Taitam Water Works, who has been banished. Possibly the Triad Society have also had something to do with them, and their motive is to intimidate the Government in some way against removing Triad Society men and bad characters from the Colony. If this belief is supported by the facts, a strong proof is afforded of the power for evil which exists in secret societies. At all events, the police and the authorities generally will do well to be on their guard against disturbance and to suppress dissipation by legitimate means wherever it may occur. And the Chinese community may rest perfectly assured that there is not the remotest chance now or at any future time of the British Government allowing a wholesale massacre of the innocents even to secure the completion of the Taitam Water works, or any other Scheme.

On the 17th instant, by order of H.B.M. Charge d'Affaires at Peking, Mr. T. Waters assumed charge of the British Consulate at Foochow vacated by Mr. Sinclair.

There is from the *Alta California*.—General Logan is threatened with a political boycott if his wife goes to a ball at the house of the Chinese Legation in Washington.

Thanks to the energy of Mr. E. H. Fraser (says the *Foochow Echo*), who was in the charge of H. M. Consulate for a short time, over 100 plants called *liu-tai* (made of willow leaves, &c.) were burnt by the authorities. The Mandarin had rightly concluded this stuff some weeks ago, but small quantities were being offered by soldiers and underlings, and sold to dishonest tea packers, which now fortunately has been stopped.

There is the *New York Tribune's* idea of the prospects of the Panama Canal.—Do Lesseps has made the public announcement that in June or July 1889, he will charter a steamer, take his whole family, and, passing through the Panama Canal, return to France by way of Suez. M. Do Lesseps is building on a weak foundation, and his plans will have passed into 'innocuous desuetude' before that date.

One of the funniest recent incidents in the House of Commons last week was Mr. O. Morgan (a metropolitan member), in the course of a debate, addressing an audience of one. This ludicrous spectacle was presented immediately after the brief adjournment in the middle of the evening. When Mr. Speaker called upon Mr. Morgan, who had been called upon by a solitary member, he stepped into the House, and upon the desert of vacant benches all round him Mr. Morgan wasted his eloquence and much fervent gesture. The situation would have been comical, had it not been for the fact that Mr. Morgan uttered only one sentence, which was, 'I am not here.'

Dr. H. F. Hance assumed charge of H.B.M. Consulate at Amoy on the 21st instant.

The exact meaning of boycott as defined by the Sub-Committee of the Anti-Chinese Association of San Francisco is as follows:—
Boycotting prohibits:—
First.—The employment of Chinese in any capacity.
Second.—Patronizing Chinese or purchasing the products of their labor.
Third.—Selling and dealing with Chinese, their patrons or employers, except where legal obligations exist, as in cases of common carriers, water companies, &c.
Fourth.—Any resort to violence, threats, intimidation or illegal methods.

Intelligence has been received in Paris from Senegal that a false prophet at the head of several thousand blacks is raising entire villages against French rule. The rebels have cut down the telegraph-wires in several places and repulsed a body of French troops at Kaoueguel. It is stated that the French soldiers and sailors were killed. The Minister of War has given orders for troops to be held in readiness at Toulon in case the revolt should assume great importance. It seems that native chiefs are apt to become restless every year, at the beginning of the dry season. At least this is the explanation given at the Ministry of the Colonies.

The *Amoy Gazette* of the 21st instant, under the heading 'Wreck of the *Kitten*,' says:—
Our readers will regret to hear of the stranding of this Yacht on the rocks North of Kaoueguel, fortunately the passengers were all saved. The wreck is well known and clearly marked on the Chart, and the Commodore was at the helm in person, but of course we suspend all judgment pending the result of the court of enquiry which will no doubt be held without delay. This is the first serious mishap to the Amoy Yacht Squadron, and, however much to be deplored, it has afforded unimpeachable evidence of the true grit of the Commodore who stuck to his vessel, turning a deaf ear to the din of the guns at the Cottage.

The *Gift and Military Gazette* says:—In far-off Singapore, people are beginning to make discoveries about the depreciation of silver, and to report them at length in the newspapers. A soldier, for instance, considers that he has a grievance in being paid in dollars calculated at home at \$3.84, whereas the local value of the coin is \$3.50. Consequently he loses something like one-eighth of what he is entitled to. It may be said that the good folk of the Straits Settlements, there is a land under Heaven where words of this kind would not only fail to move pity, but would excite deep envy. The man who loses no more than one-tenth of his pay by exchange would, in India, but there is no need to quarrel. Such a man would not be a soldier, but a miser, and before rushing into print, that what is a grievance to further, would be a boon to the soldier. The colony, it is evident, is offensively prosperous and unwarrantably discontented.

The following notice was issued at Foochow by Mr. J. C. A. Vinate, the U.S. Consul at that port, on the 22nd instant:—

'Shippers of tea to the United States of America, and others interested, will please note that the rate of the Mexican Dollar in the United States, for the present year, is 81.6 cents, at which rate all Consular fees are to be paid.
'Thus 81 U.S. Gold=\$1.224 Mex. For certifying each set of triplicate invoices the charge is \$2.00 U.S. Gold=\$3.06 Mex.; and for certifying each additional copy the charge is \$1.00 U.S. Gold=\$1.52 Mex.
'When these are shipped to one port to be sent thence for final entry at another port, as when sent to San Francisco thence for entry at New York, the invoice should be made in quadruplicate, but in that case only the U.S. Gold is charged for certifying. To prevent mistakes in such cases, the invoice should state that the tea is shipped to San Francisco and bound for New York.'

There is a sarcastic saying about the Cunard Line, invented by those who consider that company to sacrifice somewhat of its passengers' comfort to considerations for their safety, that if you ask for a clean napkin on board a Cunard liner, the well-trained steward replies, 'We have no clean napkins, sir, but we have a life.' No one, of course, who has travelled much at sea, all lives that one of his great companies takes either more or less care than the others, and that therefore he is a whit safer on board a vessel ending in -ia than on board one ending in -ia. The luck of the Cunarders, however, appears to have befriended them in this latest accident, for though the rate of the ship was in the sea, all her passengers were safely placed on board the *Pudla*. The Cunard line has lost at least one ship before, we believe, and seamen, of course, but so far as regards passengers, old ladies of both sexes may still echo the company's boast that they have 'never lost a life.'—*P. M. Day.*

The *Singapore Free Press*, writing from Batavia, says:—A European soldier in the hospital here was found to have been looted on the right thigh of his left side of his body—a thing never heard of before. He was accused of the looting, and he was charged with the object of being sure of his corps when he departs from this world. Pleasant prospect!

The *Sourabaya Courant* mentions that the Chinese firm here are failing in numbers, and that the cleverness of a Chinese agent has made the books as well arranged, that neither the Consul nor the Chinese interpreter can make anything of them.

Dr. Lango Huei who was condemned by the Court here, reported in my last, has appealed from that judgment. We are sorry to hear that Dr. Hsien Huei, the real editor of the paper which the English complained of, died last week at Paris. His loss is generally regretted, not only because he was one of our best writers, but also for his independence of character.

Says the Canton correspondent of the *N. O. Times*.—The new Board of Admiralty Officers would not let the survey of the West River to be made with proper charts. It would possibly discover that River to be navigable for small steamers as far up as Po-Bei-Ting, not far from the borders of Yunnan. At present navigation in Kiangsi is attended with considerable risk and expense, owing to the numerous bands of pirates which extend all the way down to that province. Armed steamers patrolling on the river might eradicate this terrible scourge. An agent is said to have arrived from Yunnan with authority from Yüeh-Yüeh, the Viceroy of the Yün-Kuei provinces, to raise large sums of money for mining purposes. The intention of mining in the foreign was I believe, more to induce capitalists to part with their money. Mining industries in Kuei-chow and Yunnan are at their lowest possible ebb, I believe, that is owing to the anti-progressive spirit of Viceroy Yüeh, who spares no pains to oppose progress in any form. At the same time, Yüeh wants money, and was materially helped by his viceroy in opposing foreigners, but in reality to serve his own private ends, I am told.

Unity Fair says:—Even the worst will turn at last; and Mr. W. H. Smith, after a long exercise of the virtue of patience in the South Sea Islands, has turned upon Lord Randolph Churchill. Mr. W. H. Smith once had a foolish scheme—the folly whereof I exposed at the time—of buying out the Irish landlords without anybody having to lift the money; and he thinks that Mr. Gladstone's scheme may resemble his, and may therefore be worthy of consideration. Lord Randolph thinks that this is nonsense, and he told Mr. Smith so, with that considerate and delicate courtesy which characterizes all his utterances when he is in any way raised by anybody. So considerate, delicate, and courteous, indeed, was the language used that Mr. Smith has announced that unless Lord Randolph makes him a simple apology, he will no longer sit beside him on the front Opposition bench, but will retire to a back seat.

The *Foochow correspondent of the N. O. Times* gives a glowing instance of the kind of abuses which are permitted to flourish in the Chinese Navy. He says:—
Doubtless many of your readers are acquainted with the facts of the loss of the Chinese gunboat on near the Pescadore a few weeks ago. The so-called Captain and First Officer of the ill-fated vessel are now safely ensconced in one of the Yamen at Foochow. It turns out that the so-called Captain is a Ningpo renegade, and purchased his commission from one of the officials of the Foochow Arsenal for \$3,000. The First Officer seems to be a much better student, having spent six or seven years in America as a student. The Captain is trying hard to saddle the blame on the First Officer, but this does not go down with the officials. It seems not only the first officer but the quartermasters pointed out the danger of the ship running into and not with a reef; hence the calamity. This gunboat was numbered 25, and was the last new one launched at the Arsenal, and the Emperor must be the loser. Evidently during the short time this renegade has been in command he has made good use of this time in the way of black-mailing. A command of color must be engaged on board that ill-fated vessel without first planking down something equivalent to a month's pay in the way of an initiation before he could be placed on the ship's books. The chances are that the so-called commander will lose his head, or get sent to the gallows, and the king of Dalin will have long occasion to regret that great lesson taught them by the late Admiral Courbet by having their shore defences and the defences on shore destroyed, the day was past for placing domestic and renegade in command of their ships and military positions. Strange as this seems, it seems to be true. The high representatives of the Emperor don't go for the official who held the commission and received the money. Nothing is said or heard about him. The question may well be asked, where is this great reform taking place which we hear so much about in China?

Mr. Thomas Cook, of British 'Columbia,' writes to the *Toronto Globe*:—'Believing that there is a great peril impending over the future of Canada, I think it is my duty to explain it. It is understood by all intelligent readers that the Canadian Pacific Railway Company, which has been reported by the British Government, through the agency of Sir John Macdonald, for a large line of steamships to connect Hongkong with Liverpool. Now remember that there are 400,000,000 of Mongolians living behind Hongkong, you also must know that we cannot build a sufficient number of ships to carry such a large line of steamships without bringing over several hundred of Mongolians on each steamship. We all know what a curse these Chinese are on the Pacific Coast. Do you want to see this curse spread all over the Dominion of Canada? If you do not, now is the time for you to speak out. One year hence, when the line is in full operation, there may be a large line of steamships in running order connecting with Hongkong. Now is the time for you to work as you never have worked before. We want you to get a petition signed by all the voters in your neighbourhood and forward it to the Hon. the Minister of the Dominion Government to the Canadian Pacific Railway Company, or any other ships or boats, from landing the Chinese emigrants on Canadian soil. We do not want any amendment to the Chinese Immigration Bill. But we want a bill to prevent importing Chinese into Canada at all. I now give warning to the Dominion Government that the first shipload of Chinese emigrants landed by the Canadian Steamship Company will be the signal for the uprising of every white man in British Columbia to expel all the Chinese out of the Province, and that will be before the first of August next.'

The following paragraph is taken from the 'Commercial Intelligence' of the *N. O. Herald* of the 21st inst.:—
'It has been suggested to us that we should commence the present and carry it on so.
'Right-down to Auction Sales, and, really, as everybody here knows and feels, the suggestion might be adopted without grossly misrepresenting the situation. But what would they say to the local services, which, at the beginning, or where? It has been suggested to me, 'Ex nihilo nihil fit.' But that won't do down with our existing friends at home. Something must be said and done, and especially for their behoof. And here again the question shoots out, and how, or where? The advice from the outside is to 'startling point to the history.' It is not even said that the 'no news' from the dependencies has been 'good news,' or that it might have been 'much worse.' And we would rather avoid 'steering exchange,' since the power is but stereotyped morning edition of the exponent, the poor broker, 'Another day's news, Sir, and Sir, and Sir, has already well nigh qualified the most strongly minded of holders for bedlam. 'The cry has gone up' from a thousand lips (the exact number has not been ascertained, but 1,000 would do) where and when is this to end? But a direct answer has not yet been received, and the impression is that the 'no news' will now be supplied by the 'no news' of the morning, by which it is characterized, affords but little comfort to the concerned. Besides, market values, by reason of the littleness of the native requirements and the slowness of enquiry, instead of improving, are showing signs of weakness, and when business is resumed it is to be feared it will be at lower rates (or very low rates) for some of them are unobtainable at present for many of them. A few trifling orders—easily and quickly filled, excepting in one or two instances—have come from Hankow and there has been a little enquiry from the Chinese, but the latter, taken as a whole, the business of the week has been very small, and the 'balance of trade,' the improvement that has taken place in the value of American Drills notwithstanding has been decidedly on the side of China.

The *Amoy Gazette* of the 22nd inst. says:—
The Resident General has been at Hui for several days. Mr. Paul Bert thanked the King of Annam for the honour that he did him in sending to him as an ambassador a prince of the royal blood, and assured him of the goodwill of the Government of the Republic for the countries of Annam and Tonkin. He has now (says the *L'Avenir du Tonkin*) earnestly set himself to publish public opinion in Annam and to seek out the best means for bringing peace and tranquillity to this country which has been so profoundly agitated by the local revolts that have not ceased for about a year. Actuated by the same thought the King of Annam has taken the initiative of a happy derogation of customs, and is about to leave his capital and royal palace, in order to visit himself in person the various provinces in the most troubled provinces in Nippon and in Thailand. The great and profound sentiment of respect which the Annamites have for the royal dignity, the sincere love which they bear at the bottom of their heart to the descendants of their great King, Glorious, prompts the hope that the King of Annam will calm the turbulent populations and will at last put an end to the intestine dissensions that trouble the country of Annam without aim and without motive. In his expedition the Sovereign will be accompanied by a little band of French soldiers and by Annamite sharpshooters.

One of the last public acts of the late Rev. Dr. O. Lauchlin, Edinburgh, was to sign the following communication to the Prime Minister:—
Free St. Columba Manse, Edinburgh, 25th February, 1886.
Dear Sir,—I have been led in the course of my life to study ancient Celtic history, and to follow the footsteps of the Queen of the right of birth and accession the sovereign of the native Irish race. She represents the ancient Royal family of Ireland as much as of England and Scotland. This may be of interest to you in making arrangements for conducting the future government of Ireland, and dealing with the people so influenced by sentiment as the Irish are.
'Dormo Maclevar was the 'Ardrigh,' or supreme King in the time that St. Columba was forced to flee from Ireland for rest. Shortly after that time a branch of the Northern Royal family crossed to Scotland, and founded the kingdom of Dalriada, which long occupied. At last they united with the Picts, and Her Majesty represents both branches of the Irish Royal race. The Union with England united the Crowns, and the Queen thus comes to represent the three Royal families of Ireland, Scotland, and England. She is, as such, the Queen of Ireland as of England and Scotland as of Great Britain.

I think you should know this, and I communicate these facts in case they may be of use to you. Excuse the liberty I take, and believe me, yours faithfully,
THOMAS M'LAUCHLIN.
To the Right Hon. W. E. Gladstone.

With regard to the quarantining of the *African*, the *Cooktown Courier* of the 24th April says:—The *African*, which arrived here early on Wednesday morning, was placed in quarantine on account of having called in at Singapore and Java ports. No cases of malarial disease have been reported from the Straits Settlements or the Sunda Islands, and it would be difficult to account for the issuing of such a regulation were it not for the fact that in it plainly see another attempt on the part of Mr. Griffith to utterly crush our sugar industry. Of late several China boats have brought down numbers of Javanese and Malayan coolies for the plantations of Mackay and the Burdekin Delta. This regulation aims at putting a stop to this immigration by forcing all steamers carrying coolies to undergo quarantine. The regulation is merely another case of arbitrary interference with the rights of the subject by a man who has no right to interfere with the free culture and whose insatiable hate of the sugar planters prompts him to go to any length which will gratify his dislike and injure the industry. He does not hesitate to ruin our trade with China and the Netherlands Indian Islands and to ruin the sugar industry of the Colony. He has assumed very important proportions. These vessels will in future arrive at our ports and steam direct to Sydney and Melbourne. The greatest curse a country can possibly labor under is to have a Lawyer Premier who cannot leave the narrow groove of prejudice, and who allows his petty animus to override his better judgment. The inspection of passengers in quarantine, but, as usual, when the Government do anything exceptionally clever, no provision has been made to provide the means of carrying out the law. There is no Quarantine Station here and passengers had to go to Townsville where they will undergo a fortnight's quarantine on Magnetic Island. Mr. Griffith and his crew are fast becoming the laughing-stock of Australia, although, no doubt they in their own estimation, have played a trump card in thus unjustly driving away the fleet of China traders from our ports.

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GENERAL NOTES FROM ANNAM.—
The Resident General has been at Hui for several days. Mr. Paul Bert thanked the King of Annam for the honour that he did him in sending to him as an ambassador a prince of the royal blood, and assured him of the goodwill of the Government of the Republic for the countries of Annam and Tonkin. He has now (says the *L'Avenir du Tonkin*) earnestly set himself to publish public opinion in Annam and to seek out the best means for bringing peace and tranquillity to this country which has been so profoundly agitated by the local revolts that have not ceased for about a year. Actuated by the same thought the King of Annam has taken the initiative of a happy derogation of customs, and is about to leave his capital and royal palace, in order to visit himself in person the various provinces in the most troubled provinces in Nippon and in Thailand. The great and profound sentiment of respect which the Annamites have for the royal dignity, the sincere love which they bear at the bottom of their heart to the descendants of their great King, Glorious, prompts the hope that the King of Annam will calm the turbulent populations and will at last put an end to the intestine dissensions that trouble the country of Annam without aim and without motive. In his expedition the Sovereign will be accompanied by a little band of French soldiers and by Annamite sharpshooters.

One of the last public acts of the late Rev. Dr. O. Lauchlin, Edinburgh, was to sign the following communication to the Prime Minister:—
Free St. Columba Manse, Edinburgh, 25th February, 1886.
Dear Sir,—I have been led in the course of my life to study ancient Celtic history, and to follow the footsteps of the Queen of the right of birth and accession the sovereign of the native Irish race. She represents the ancient Royal family of Ireland as much as of England and Scotland. This may be of interest to you in making arrangements for conducting the future government of Ireland, and dealing with the people so influenced by sentiment as the Irish are.
'Dormo Maclevar was the 'Ardrigh,' or supreme King in the time that St. Columba was forced to flee from Ireland for rest. Shortly after that time a branch of the Northern Royal family crossed to Scotland, and founded the kingdom of Dalriada, which long occupied. At last they united with the Picts, and Her Majesty represents both branches of the Irish Royal race. The Union with England united the Crowns, and the Queen thus comes to represent the three Royal families of Ireland, Scotland, and England. She is, as such, the Queen of Ireland as of England and Scotland as of Great Britain.

I think you should know this, and I communicate these facts in case they may be of use to you. Excuse the liberty I take, and believe me, yours faithfully,
THOMAS M'LAUCHLIN.
To the Right Hon. W. E. Gladstone.

With regard to the quarantining of the *African*, the *Cooktown Courier* of the 24th April says:—The *African*, which arrived here early on Wednesday morning, was placed in quarantine on account of having called in at Singapore and Java ports. No cases of malarial disease have been reported from the Straits Settlements or the Sunda Islands, and it would be difficult to account for the issuing of such a regulation were it not for the fact that in it plainly see another attempt on the part of Mr. Griffith to utterly crush our sugar industry. Of late several China boats have brought down numbers of Javanese and Malayan coolies for the plantations of Mackay and the Burdekin Delta. This regulation aims at putting a stop to this immigration by forcing all steamers carrying coolies to undergo quarantine. The regulation is merely another case of arbitrary interference with the rights of the subject by a man who has no right to interfere with the free culture and whose insatiable hate of the sugar planters prompts him to go to any length which will gratify his dislike and injure the industry. He does not hesitate to ruin our trade with China and the Netherlands Indian Islands and to ruin the sugar industry of the Colony. He has assumed very important proportions. These vessels will in future arrive at our ports and steam direct to Sydney and Melbourne. The greatest curse a country can possibly labor under is to have a Lawyer Premier who cannot leave the narrow groove of prejudice, and who allows his petty animus to override his better judgment. The inspection of passengers in quarantine, but, as usual, when the Government do anything exceptionally clever, no provision has been made to provide the means of carrying out the law. There is no Quarantine Station here and passengers had to go to Townsville where they will undergo a fortnight's quarantine on Magnetic Island. Mr. Griffith and his crew are fast becoming the laughing-stock of Australia, although, no doubt they in their own estimation, have played a trump card in thus unjustly driving away the fleet of China traders from our ports.

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To Let.

TO LET.
A Five-Roomed HOUSE at the PEAK, Good TENNIS GROUND attached. Apply to DENNIS & MOSSOP. Hongkong, January 23, 1886. 162

RICHMOND TERRACE,
TO BE LET—FURNISHED.

A Very Comfortable HOUSE, with Six Rooms, Dressing Room, Library, Three Bath Rooms, convenient Out Office, Tennis Courts, and Garden. For Nine months from May next. Apply to J. D. HUMPHREYS, 22, Queen's Road Central. Hongkong, April 1, 1886. 665

TO LET.
ROOMS in 'COLLEGE CHAMBERS,' Apply to DAVID SASSOON, SONS & Co. Hongkong, March 27, 1886. 632

TO LET.
THE HOUSE in CASTLE ROAD No. 1. Apply to the SPANISH PRODUCTIONS, No. 14, China Road. Terms moderate. Possession on the first of the month. Hongkong, February 6, 1886. 255

Intimations.

Fourteenth Volume of the 'CHINA REVIEW.'

Now Ready.
No. 5.—Vol. XIV.
—OF THE—
'CHINA REVIEW'

CONTAINS—
The Remains of Lao Tze.
More about Chinese Relations with Tartar Tribes.
Aborigines of Formosa.
Volcanic Phenomena in Kokonor, &c.
Notes and Queries—
Dr. Legge's Translations.
A Chinese Seminary.
Simplicity Personified.
A Mystic Grave.
A Silvery Plateau.
The Char-cter.
Cereat Surplus Treasury.
Chinese Astronomy.

Notices of New Books.
Colloquies Bibliographical.
Books Wanted, Exchanges, &c.
To Contributors.
Hongkong, May 21, 1886.

The Overland China Mail,

A WEEKLY JOURNAL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, and as it was decided to issue it weekly, Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The Overland China Mail, now a weekly compendium of news from the Far East, contains special and Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue. The attention of Advertisers is directed to a weekly newspaper, which is circulated among all China's hands and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

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China Mail Office, Hongkong.

Mr. Andrew Wind,

News Agent, &c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsu-Tai at the following hours:—This Time Table will take effect from the 15th April, 1886.

WEEK DAYS.	SUNDAY.
Leave H.K. Leave H.K. Leave H.K. Leave H.K.	
6.00 A.M. 7.00 A.M. 8.00 A.M. 9.00 A.M.	
8.00 " 8.30 " 9.30 " 10.15 "	
9.40 " 10.15 " 11.00 " 11.45 "	
10.45 " 11.30 " 12.30 P.M. 1.00 P.M.	
12.45 P.M. 1.00 " 1.30 " 2.00 "	
1.30 " 2.00 " 2.30 " 3.00 "	
2.20 " 3.00 " 3.30 " 4.00 "	
3.30 " 4.00 " 4.15 " 4.30 "	
4.15 " 4.30 " 4.50 " 5.10 "	
4.50 " 5.10 " 5.45 " 6.15 "	
5.55 " 6.15 " 6.45 " 7.00 "	
6.45 " 7.00 " 7.15 "	
7.15 "	

* There will be no Launch on Monday and Friday, on account of coaling.
The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES
Reprinted from 'The China Mail,'
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THIS PAMPHLET is now ready, and may be had at the Office of this Paper, Messrs. LANE, CRAWFORD & Co., Messrs. KILBY & VALLANCE, and Mr. W. BAYNE.

Price, 50 Cents.

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LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.
If required, protection will be granted on first class Lives up to £1000 on a Single Life.
For Rates of Premiums, forms of proposals or any other information, apply to ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.
Hongkong, January 4, 1887. 100

NOTICE.
QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to accept Risks on First Class Godowns at 1 per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

THE Undersigned, AGENTS of the above Company, are authorized to insure against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

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Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.
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HOLLIDAY, WISE & Co.
Hongkong, July 35, 1872. 498

THE STRAITS INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed AGENTS for the above Company are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.
ARNOLD, KARBURG & Co.
Hongkong, November 5, 1883. 855

SINGAPORE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—SINGAPORE.

WE are prepared to GRANT POLICIES against FIRE on usual terms at Current Rates.
All Contributors of business, whether Shareholders or not, are entitled to Share in the Bonus.
ADAMSON, BELL & Co., Agents.
Hongkong, July, 1885. 1239

FOR SALE.
A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LIBEL CASE OF REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.
To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS.
Price per Copy, 50 CENTS.
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MAILS.
U. S. MAIL LINE.
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THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship STARBUCK will be despatched for San Francisco, via Yokohama, on or about the 18th June, taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Return Passengers.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 60A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, May 15, 1886. 969

STEAM FOR SINGAPORE, PENANG, COLOMBO, DECCA, SUEZ, PORT SAID, MALTA, MARSEILLE, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON; BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLE, TRIESTE, LAMBERG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship DECCA, Capt. R. W. HASELWOOD, with Her Majesty's Mail, will be despatched from this office for LONDON, via BOMBAY, SUEZ CANAL, on THURSDAY, the 2nd June, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing. Parcels and Specie (Gold) at the Office until 10 a.m. on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong. The Office and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading. Passengers desirous of insuring their baggage can do so on application at the Company's Office.

N.B.—This Steamer takes Passengers and Cargo for MARSEILLE.
A. McIVER, Superintendent.
Hongkong, May 25, 1886. 1027

Mails.

NOTICE.
COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 27th of May, 1886, at Noon, the Company's S.S. YANGTSE, Commandant LORRENT, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted until Noon.
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th May, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, May 14, 1886. 963

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GAILO will be despatched for San Francisco, via Yokohama, on THURSDAY, the 3rd June, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

Return Passengers.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

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C. D. HARMAN, Agent.
Hongkong, May 15, 1886. 969

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A. McIVER, Superintendent.
Hongkong, May 25, 1886. 1027

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.
BY ERNEST F. KITTEL, Ph.D., Tutor, CHINESE UNIVERSITY.
REVISED, WITH ADDITIONS.
Price, £1.00.
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Hongkong, August 23, 1884. 1395

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.
China Mail Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Gas Works.
3. From the Gas Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

From Pootah's Wharf, to the River and Sea.								
Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Amatista	2	Hamlin	Brit. str.	678	Jan. 31	Russell & Co.	.....	Laid up
Arratoon Apar	11	Macfarlane	Brit. str.	1392	May 24	David Sassoon, Sons & Co.	Calcutta, &c.	28th inst.
Beaulieu	3	Farquhar	Brit. str.	1400	May 24	Gibb, Livingston & Co.	.....	.....
Camorta	3	Wendell	Brit. str.	1482	Oct. 15	Adamson, Bell & Co.	.....	K'loon Doc
Cheong Hock Kian	3	Webb	Brit. str.	956	May 25	Bun Hin Chan	Swatow & Amoy	To-day
Chow-chow-foo	3	Wendt	Ger. str.	706	May 26	Melchers & Co.	.....	.....
Dauha	3	Watson	Brit. str.	691	May 26	Yuen Fat Hong	Amoy and Manila.	To-day
Diamond	5	McCauley	Brit. str.	514	May 24	Russell & Co.	Pakhoi	.....
Emoranda	5	McCauley	Brit. str.	385	May 26	Russell & Co.	Shanghai, &c.	3rd prox.
Fushun	4	Croft	Chi. str.	1504	May 20	C. M. S. N. Co.	San Francisco	.....
Gaelic	4	McCauley	Brit. str.	2600	May 18	O. & S. S. Co.	.....	.....
Garda	3	Erishson	Ger. str.	340	May 23	Stimson & Co.	.....	.....
Genesee	5	Gason	Brit. str.	1837	May 20	Jardine, Matheson & Co.	Foochow	To-morrow
Guthrie	5	Green	Brit. str.	2233	May 21	Russell & Co.	Kobe & Yokohama	To-morrow
Hampshire	5	Kernish	Brit. str.	1699	May 21	Russell & Co.	.....	.....
Hongkong	3	Thomson	Brit. str.	890	May 24	Arnold, Karberg & Co.	.....	.....
Horseguards	3	Alison	Brit. str.	981	May 23	Arnold, Karberg & Co.	.....	.....
Killarney	3	O'Neill	Brit. str.	1060	May 26	Gibb, Livingston & Co.	Swatow & Bangkok	To-morrow
Kong Kong	2	James	Brit. str.	862	May 21	Yuen Fat Hong	Bombay, &c.	5th prox.
Keshgar	2	Gadd	Brit. str.	1515	May 24	P. & O. S. N. Co.	Touron	To-morrow
Loire Inferieure	2	Pillivuyt	Fch. str.	632	May 24	Arnold, Karberg & Co.	.....	.....
Marie	3	Hohlmann	Ger. str.	704	May 24	Wielser & Co.	Yokohama & Kobe	.....
Mark Lane	3	Porter	Brit. str.	1354	May 18	Russell & Co.	.....	.....
Menzies	3	McCauley	Brit. str.	1729	May 23	Messageries Maritimes	Yokohama & Kobe	.....
Ogcock	5	Benoni	Fch. str.	1273	May 19	Arnold, Karberg & Co.	.....	.....
Pacific	3	Jacques	Brit. str.	1729	May 19	Arnold, Karberg & Co.	.....	Patent Slip
Paisie	3	Downie	Chi. str.	284	Sept. 4	Chinese	Swatow	To-morrow
Pechili	3	Payse	Brit. str.	880	May 26	Jardine, Matheson & Co.	.....	Tug flying
Pilot Fish	3	Stopani	Brit. tug.	161	June 21	H. K. & W. Dock Co.	.....	.....
Port Jackson	3	Huddy	Brit. str.	1728	May 24	Stimson & Co.	.....	.....
Propontis	3	McCauley	Brit. str.	1560	May 24	Arnold, Karberg & Co.	Saizen	.....
Saltee	3	Herrade	Fch. str.	323	May 26	A. R. Marty	.....	.....
Suez	3	Dodd	Brit. str.	1385	May 17	Gibb, Livingston & Co.	.....	.....
Tannai	3	Fawcett	Brit. str.	913	May 26	Butterfield & Swire	Sydney, &c.	5th prox.
Tannadice	2	Orsig	Brit. str.	1408	May 24	Russell & Co.	Coast Ports	20th inst.
Thales	5	Peacock	Brit. str.	813	May 26	Douglas Steamship Co.	.....	.....
Titania	4	Morse	Hun. str.	2011	May 24	Hungarian Lloyd S. N. Co.	.....	.....
Yangtze	5	Lernier	Fch. str.	2422	May 24	Messageries Maritimes	Marseilles, &c.	To-morrow
Yorkshire	3	McCauley	Brit. str.	1423	May 20	Russell & Co.	Kutchinotzu	To-morrow
Sailing Vessels.								
Abbie Carver	8	Pondleten	Amer. bge.	934	May 1	Order	Honolulu	.....
Allie Bowler	8	Phillips	Haw. bge.	338	April 30	Wielser & Co.	Amoy and Manila	To-day
Alma	8	Albion	Ger. bge.	938	May 12	Melchers & Co.	Amoy and Manila	To-day
Annie Johnson	4	Hall	Amer. bge.	947	Jan. 19	Melchers & Co.	Amoy and Manila	To-day
Aurora	8	McCauley	Norw. sh.	10-2	May 22	Edmund Schellhaus & Co.	Hamburg, &c.	.....
Bona Fides	8	McCauley	Norw. sh.	1335	May 10	Russell & Co.	Amoy and Manila	To-day
Burns Wood	3	McCauley	Siam. bge.	674	May 10	Order	Amoy and Manila	To-day
Chamuel Queen	3	McCauley	Brit. bge.	609	Jan. 13	Carlowitz & Co.	Havre & London	.....
Cheshire	4	Pickard	Brit. bge.	1307	Mar. 5	Order	Amoy and Manila	To-day
Elizabeth Nicholson	4	McCauley	Brit. bge.	1769	Jan. 11	Arnold, Karberg & Co.	Shanghai, &c.	3rd prox.
Ellen A. Reed	4	McCauley	Brit. bge.	1769	Jan. 11	Arnold, Karberg & Co.	Shanghai, &c.	3rd prox.
Esperance	4	McCauley	Amer. sh.	1042	May 19	Gonsalves & Co.	Honolulu	.....
Frederick	4	McCauley	Brit. bge.	1223	May 20	Carlowitz & Co.	Havre & London	.....
Geo. R. Skelfield	4	McCauley	Amer. sh.	1444	April 18	Talesima F. H.	Amoy and Manila	To-day
Gotha	4	McCauley	Ger. bge.	810	May 24	Russell & Co.	Kobe & Yokohama	To-morrow
Hallowell	4	McCauley	Brit. sh.	920	May 11	Adamson, Bell & Co.	Amoy and Manila	To-day
Henry S. Sanford	8	McCauley	Amer. sh.	1101	May 26	Wielser & Co.	Amoy and Manila	To-day
Joseph	8	McCauley	Amer. sh.	1847	Jan. 22	Pustan & Co.	San Francisco	.....
Kwong Tong	4	McCauley	Chi. bge.	682	May 18	Wielser & Co.	Amoy and Manila	To-day
Lady Harewood	3	McCauley	Brit. bge.	631	May 8	Wielser & Co.	Amoy and Manila	To-day
Livingstone	3	McCauley	Ger. bge.	631	May 26	.....	.....	.....